

**Keynote Address
Environmental Colloquium
13 May 2002
Baltimore, Maryland**

Good afternoon!

Thank you for that kind introduction.

The focus of this colloquium – SUSTAINABILITY - could not be more important or timely, especially considering the current world situation. What you are doing here is very important and I am thankful that you are working so hard to accomplish your mission ... as we move forward, the environmental professionals from the military services, EPA and the states will play a key role in the way we conduct business.

I am by no means an environmental expert. Most of my Naval career has been spent flying Navy aircraft off the flight decks of our nations aircraft carriers or leading our nation's young people, the Sailors that make our Navy great, but I have a great respect for our environment and our navy has placed a high priority on our natural resources.

The concept of sustainability is of great concern to DoD and affects our whole country. There is no doubt in our nation today that our country needs and wants a strong military. Our nation depends upon our armed services to keep us free. The feeling of pride for our military and appreciation for our mission has never been stronger.

You may not be aware that at any given time there is normally at least one aircraft carrier from the Mid-Atlantic Region deployed overseas, launching round the clock missions in the war against terrorism. The aircraft

aboard these awesome ships that are in many respects the cornerstone of our nation's defense structure consist of a diverse cross section of Naval aviation. You have the F/A-18 Hornets that serve primarily in an attack capacity, but can also perform the air-to-air mission; there are F-14 Tomcats that while originally designed as fighters have been converted to attack aircraft and with their high speed are also used as intelligence gathering platforms; the S-3 Viking which plays an essential role in the current mission for Operation Enduring Freedom as an airborne tanker; the E-2 C Hawkeye which is an airborne control and radar plane and the EA6-B Prowlers that possess high power electronics gear which makes it hard for our opponents to track our air units with radar and use anti-aircraft weaponry; and we never overlook our H-60 helicopters that transport cargo and people when necessary and serve as a search and rescue platform, if that capability is needed; add to that the surface ships which include cruisers and destroyers that fire Tomahawk long range missiles, Frigates that protect the battlegroup and submarines who are critical, but have a mission so secret I can't tell you about it; There are logistics ships that keep the battlegroup supplied and if you add to that the 3-4 amphibious ships that comprise an amphibious ready group, each filled with marines that can rapidly deploy to shore, I think you get a good idea of the forces your Navy/Marine Corps team brings to bear against any adversary.

You may also be interested to know that virtually all of the Navy's deployed F-14 squadrons and half of the F/A-18 squadrons call Hampton Roads home as do 106 of the Atlantic Fleets surface ships. All added up there are about the 83,000 active duty sailors that live in Hampton Roads it doesn't take much to see how important this region is to the defense of our

nation ... and I haven't even talked about the Army, Air Force and the Marines.

There is not much argument that the taxpayers want and deserve a strong military to protect us. I also know that America wants a clean environment. **OUR** challenge is to ensure that the operations that support the military mission – to protect the freedoms of the American people – do not compromise our ability to maintain a healthy environment in the future.

This concept of sustainability is not a new issue, but considering current world events there is much more focus on it. As we prepare our military forces to protect our interests around the globe, we have an obligation to ensure that they have the proper training and tools to accomplish their mission.

To defend our nation we must use weapons systems which include ships, aircraft, tanks, armored vehicles and the list goes on. We must also maintain shore stations and base infrastructure and training ranges to ensure our forces are as well trained as possible BEFORE they go into harm's way.

I believe that addressing sustainability for the future will require a systems engineering approach. Within the military, from the Secretary of Defense to each installation, the experts in environmental, operations, planning & development, procurement, and maintenance must work together. Although I may be stressing the obvious, this fact can be easily lost as different groups forget one another in the effort to accomplish their own daily goals. I believe this has been an issue in the past and we can do this no longer.

Each of you needs to stress this to your installation management when you leave this conference.

Addressing sustainability for those of us in the department of Defense also requires that we partner with EPA and the States. More and more people are coming to realize that a strict command & control approach can only take you so far. Current thinking is that we must provide the incentives and opportunities to go beyond compliance to achieve sustainability.

This colloquium is an excellent forum to have an open dialogue. Our ultimate goals are the same – a strong military and healthy environment. We must accomplish these goals concurrently and responsibly – which also means in the most cost effective manner. The American taxpayer also demands it. This is our challenge. And there are not easy solutions.

For those of you who may not know, As the Commander, Navy Region Mid Atlantic, I have direct cognizance over nine installations in SE Virginia. They are located as far south as Naval Support Activity Northwest, which is partially located in North Carolina, to as far north as WPNSTA Yorktown which is just north of Williamsburg, VA. In addition, NSA Mechanicsburg and NSA Philadelphia in PA, and Keflavik, Iceland also report to the Mid-Atlantic region. These Navy installations are quite diverse in their missions and day-to-day activities

As the DOD REC, I also support over 60 major DOD installations covering five states and the District of Columbia. These Army, Air Force, Marine, navy Reserves and Guard installations and units greatly increase the diversity of specific missions and operations including: ship berthing, air operations, repair and maintenance facilities for air, ground, and ship forces, supply, communications, and training. Although each of these numerous

installations is unique, many have similar environmental concerns and issues. I talk to you from the perspective of both a regional commander and an environmental coordinator.

- At the last Colloquium, I know there was a brief discussion of spill planning and response from a regional perspective and I would like to address that also. As the Regional NOSC we ensure plans are in place, tools available, and training accomplished to respond to spills of regional scope. We also provide assistance to or act as the Incident Commander for spills beyond the capability of a shore installation Commanding Officer.

- To ensure we can respond and assist effectively we are developing a regional Spill Management Team. The team is part of a standardized regional Incident Command System (ICS) structure. This will ensure proper integration with other agencies for response to any major incident in the region. For simplicity and economy, the first rounds of process debugging will take place in the Hampton Roads area. However, this team is preparing to respond to any large-scale emergency in **Region 3** of a scope outside or beyond Facility Incident Commander (FIC) capability. If your emergency management plans do not specify use of the ICS structure, I would suggest that you at least plan for integrating your team into that structure for major events. If the need arises, we'll be bringing in extra people if your command requests assistance.

Now Spill Reporting – what is the regional perspective on this. I recognize that no one likes to call attention to themselves, but accurate and complete reporting of all spills from our facilities and vessels through the Navy chain of command is a necessity. Legal requirements must, of course, be met. And just as important is the need for us to conduct root-cause analysis. This will enable us to develop plans and procedures for preventing

future spills. I hope that you are using these reports as a tool as we are in the Hampton Roads area and on a Regional level.

- While one of our focuses is to minimize the impact our operations have on the environment, we also seek opportunities to protect and restore living resources and vital habitat on our facilities. We are currently involved in oyster restoration efforts (a sanctuary reef – protected oyster habitat - has been constructed at Naval Weapons Station Yorktown); riparian forest buffer plantings (we just completed a massive effort at New Gosport in Portsmouth VA where we planted over 1,400 linear feet of trees and shrubs along Paradise Creek at a formerly restored wetland site); and invasive species management plans (we are in the process of completing an Environmental Assessment for aerial spraying of the invasive plant species PHRAGMITES – the common reed you see growing in disturbed areas along the coast).

- Our Program coordinator was recently appointed as the DOD representative to the newly formed Chesapeake Watershed Cooperative Ecosystem Studies Unit. This unit is a cooperative venture with major academic institutions in the watershed (University of Maryland, University of Virginia, Penn State, etc.) to provide federal land managers with research and technical assistance at a low fixed overhead rate (15%). Current plans are to utilize this established vehicle to implement additional Chesapeake Bay initiatives funded by the Office of the Secretary of Defense via the LEGACY program.

- It is widely known that The Bay Program considers storm water runoff one of the primary causes of degraded water quality throughout the watershed. Recognizing the need for controlling the quantity and quality of storm water

runoff, the Chesapeake Executive Council signed Directive 01-1, “Managing Storm Water on State, Federal and District-owned Lands and Facilities”.

This is a “government by example” directive and calls for state and federal facilities to implement innovative, low impact design storm water pilot projects and export lessons learned to local governments for implementation of similar successful projects. I know this morning some of you participated in a workshop on low impact development. This is a vital new direction for facility development.

- In the Hampton Roads area we are recognizing the potential for Low Impact Development Techniques to minimize the impacts of storm water on the bay watershed and decrease our overall number of storm water outfalls. We sponsored regional training at the Norfolk Naval Base in November 2001 to give environmental planners, engineers and design staff an overview of sustainable design and low impact development (LID) techniques. These techniques include innovative designs incorporating features like bioretention areas, grassy swales, pervious pavers, etc. Some of these like green roof structures also decrease overall energy consumption and long-term maintenance costs. We are now working to incorporate some LID techniques into local military construction projects (MILCON) where appropriate. In addition, the Naval Facilities (NAVFAC) criteria office in Norfolk is working with EPA and the Low Impact Development Center in Northern Virginia to develop general guidance for utilizing LID in Navy designs and has plans for a more comprehensive manual with design specifications. You may be interested in knowing, that not far from here, Naval District Washington has incorporated some LID techniques at their facilities.

- Overall DOD has a good story to tell when it comes to environmental stewardship and community outreach. It is highly important for us to demonstrate for the public that we support and participate in Bay Program initiatives. There is a tremendous amount of goodwill and understanding that can be attained through creative outreach and community relations activities. More than 30 DOD installations support Businesses for the Bay and participate on various local watershed projects. For example in the Hampton Roads area we participate on the Elizabeth River Project. Various DOD installations conduct classes for local elementary and high school students, and participate in Earth Day, Clean the Bay Day, National Public Lands Day, etc. These are ongoing projects that keep DOD's participation in environmental issues in the public eye.

Now let's talk about some specific issues of concern for DOD in Region 3 and throughout the rest of the country. I know there were workshops on some of these issues this morning and there will be additional discussion on most throughout the rest of the conference and would like to put a little emphasis on them.

- Security – Military installations and government buildings are considered potential targets for terrorist attacks. The recently created Office of Homeland Security and numerous working groups are examining the many areas of susceptibility. These include drinking water systems, building ventilation, HM/HW storage, and access by air/land/water. My Environmental Counsel, Commander Mike Palmer, will be discussing some environmental issues surrounding operational security measures later this afternoon.

•Encroachment - Most of our bases when originally established were constructed in rural areas, away from the general population centers of our communities. This was by design, but as our population grows these areas are increasingly being developed for many uses not always compatible with base operations, usually against our recommendations to the contrary. We experience more frequent noise complaints and radio frequency assignment concerns around air stations . Additionally, interestingly enough some of our properties have become “Islands of Green” and plant and animal species eliminated or pushed from surrounding areas have taken refuge there, creating concerns with endangered species and wildlife that were once not prevalent, but have become so as a result of decreasing habitat around our installations. Managing expanding deer populations on DoD installations with approved hunting programs is one thing, abandoning training areas because an endangered woodpecker driven from all surrounding areas is now calling the installation home is quite another.

•Range Operations – Our goal is to train like we fight. We have an obligation to our people and their families to ensure that military people have the most realistic training possible before they face an enemy who is trying to defeat them.

We must do this while remaining good stewards of the environment. Range Sustainability has become a very deep concern for the Department of Defense.

Issues related to ordinance use and its potential impact on water quality and habitat destruction are raised as we examine our ranges. Sustainability of DOD ranges will require an **integrated** approach to evaluate military readiness, training assets and future needs.

- Environmental Planning - As Regional Commander for the Atlantic Fleet I am responsible for ensuring that Environmental Planning documentation is completed for all actions at the bases I am responsible for in the Mid-Atlantic Region. As a Regional Environmental Coordinator, I have the responsibility to ensure that all Navy NEPA actions are consistent with navy policies and do not create unnecessary impacts on operations. More and more we find success partnering with the other services to minimize impacts of major projects.

- Two major projects currently under review involve site selection for home-basing the Navy F/A-18(E/F) replacement of the F-14 jet fighters and a site to build an outlying landing field (OLF) to provide mission essential Fleet Carrier Landing Practices required for carrier landings at sea. The environmental and quality of life issues related to encroachment and range operations that I just mentioned apply to these projects. We have been working with state and federal agencies and local chamber's of commerce to resolve these issues. We expect to release the Draft Environmental Impact Statement (DEIS) for the OLF this summer followed by public outreach forums.

- Air Quality – As you might expect, the big air quality issues on the horizon facing DOD are compliance with the hammer provisions of the Maximum Achievable Control Technology standards and general conformity concerns for proposed federal actions such as the home basing of tactical aircraft at Naval Air Station Oceana.

- TMDL/Watersheds – many DOD installations in our region are located near or on impaired waters. It is important to determine, as soon as possible, if

and when our installations may be impacted by the development of a Total Maximum Daily Load (TMDL) designed to restore water quality. Affected facilities could have additional restrictions on both point and non-point discharges which would mean tighter permit limits and more stringent best management practices.

- Chesapeake Bay – The Chesapeake Bay Restoration Act of 2000 amended the Clean Water Act and added significant new requirements to federal agencies located within the Chesapeake Bay watershed, including mandatory compliance with the Chesapeake Bay Agreements. Now ... I don't want to be misunderstood here ...DoD supports the Bay program and we are proud of our accomplishments towards its initiatives ...but funding, resources and commitments must match.

- Coastal Zone – Most Navy activities are located on the coastNavy activities and the Commonwealth of Virginia are working together to effectively implement federal consistency requirements. These initiatives include negotiating a Memorandum of Understanding to resolve submerged lands encroachment issues and development of a list of exempt “de minimis” activities. When finalized, this list may be used by all federal agencies in the Commonwealth to streamline the review process. To our knowledge, this is first time the DoD has proposed an agreement of this sort. When complete, we hope to export it to other regions to use as a template for similar agreements with their state counterparts.

So I guess all we really have to do is find ways to decrease the environmental impact of our operations, improve relations with the

regulatory community and accomplish this with less money over the long term?

That almost sounds impossible, but there are opportunities for progress. Several of these were just mentioned by Mr. VoltaggioPartnerships and Environmental Management Systems.

- There are now two Pollution Prevention Partnerships in EPA Region 3 – the Virginia partnership was started in 2000 and the Maryland partnership began the first of this year. Pennsylvania has also recently expressed an interest in forming a partnership. The membership consists primarily of DOD installations, state regulators and EPA representatives. These partnerships provide an excellent forum to discuss issues and share information, including success stories and lessons learned. Accomplishments for the Virginia Partnership include:

- Quarterly meeting and site visits to learn and share best practices.

- Member training or “expert” presentations on specific topics such as Affirmative Procurement, Recycling and Environmental Management Systems

- Department of Environmental Quality Compliance Assist Visits at installation Marinas, and

- Establishment of a listserve and website to facilitate communication
 - The services also partner with the states and EPA to expedite the cleanup process at installation CERCLA sites. The partnering teams receive formal partnering and facilitation training to improve communication skills and trust among participants, thereby discouraging competitive or adversarial relationships. The teams are enabled to work through complex problems, consider new ideas and avoid tunnel vision. Significant time and cost

savings have been attributed to this process. Later this week there is a joint meeting of all the Navy/Virginia/EPA Installation Restoration partnering teams to share and recognize the successes and lessons learned experienced through the past year.

Environmental Management Systems - I think we have all heard these words a few times today. DoD agrees with EPA ...EMS are necessary to achieve environmental, and we believe also, operational sustainability. As leaders in industry have learned Environmental Management Systems can enhance their business or mission, reduce operating costs and build public and regulatory support. The DoD policy was explicitly stated in an April 5 policy memorandum – “DOD components shall adopt an EMS and work to integrate it into all core business areas”

We are making progress in this area. We are learning from Pilot EMS programs implemented at selected installations. More training and guidance is being provided. Installations need to get with their claimants and technical service providers to ensure they meet deadlines.

I applaud EPA and States that are offering performance track program incentives to facilities that have good environmental programs and implement EMS. These installations should be rewarded and it is a great way to promote progress.

As I said before I am not an environmental expert, that is why we have hired a team of experts who are. More than anything else today I hope that you will take away that the military's mission in today's world has increased

visibility and public support, our people are proud to be leading the fight against global terrorism. With that important mission in focus, we remain committed to our environment. While these missions sometimes conflict, I believe we can accomplish both.

I know this colloquium is a great opportunity for you to share information and learn, perhaps more than anything else I hope you will meet your counterparts in other agencies and establish communication as we work towards a strong future together.

My experience has been that events like this allow you to break down barriers that need not exist and get down to the process of addressing challenges that currently exist.

This event should also be fun. Where else can you share this type of experience with people from all of the key agencies in our region.

It has been a pleasure being with you this morning. Thank you.